

DARDANELLES IS FAILURE

(Continued from Page One)

crooping in the dark. He held the view that the country had never fought so well, or had so readily made sacrifices as when the people understood the whole situation, and when with its back to the wall, if necessary, the nation determined at all costs to surmount its difficulties.

Advices War Board There was the absence of munitions, he referred to that because experience had shown him that the cabinet, however useful in time of peace, was an organization utterly incapable of carrying on the war under present conditions.

Perhaps the gravest and the most recent example of how the cabinet and the government worked, he said, was to be found in the Balkan situation. Nothing had astonished him more than the gyrations they had gone through in relation to British policy in the Balkans.

When he learned that this was no longer the policy of the government, that there were no plans to this end, he severed his connection with the cabinet, writing to Premier Asquith to that effect on October 12.

Faces National Dishonor "I cannot understand how England can abandon Serbia to her fate without national dishonor. Such a course would in my judgment be the policy of despair and an admission of failure could be only judged after every other alternative had been abandoned.

As regards Greece, I think," he continued, "vigorous efforts should be made to compel her to fulfill her treaty obligations. It was at her invitation that we sent troops to Saloniki in conjunction with the French, and we shall be rendered ridiculous in the eyes of the powers if we are compelled to withdraw and placed in a position of dishonor toward Serbia.

"I do not believe that when Germany has gained access to the lines of communication to Constantinople it will be possible to maintain our efforts in Gallipoli. Indeed, I doubt very much whether our troops can stay there until that event happens.

With respect to the Dardanelles operations, Sir Edward said he could not understand how at the very time of shortage of ammunition the government took on such a military expedition, "which has hung around our necks like a millstone all these months."

UNDER CURRENTS OF ARMY LIFE AIRED AT GOODIER TRIAL

SAN FRANCISCO, Nov. 2.—Under currents of army life, and the antipathies of army officers splashed over their usual confines today at what is officially the court martial of Lieut. Col. Lewis E. Goodier, judge advocate of the western division of the army.

FIFTEEN LOSE LIVES WHEN STEAMER DRIVES ON COSS BAY ROCKS

AUTOMOBILIST HELD FOR MANSLAUGHTER

SAN JOSE, Nov. 2.—Antone Federo is held in the county jail, accused of manslaughter as a result of running down with an automobile and killing Hector Zepeda, a Santa Clara student, Sunday evening, near Mayfield. Federo's bail was fixed at \$10,000.

CLAIMS LITTLE FOUND DEFECTS IN BATTERIES

[Republican A. P. Leased Wire]

BOSTON, Nov. 2.—A conversation in the course of which Rear Admiral William N. Little, retired, refused to accept the batteries of the submarine K-2, until her builders had agreed to make good any defects that might develop, was described at today's session of the court martial of the rear admiral on charges of neglect and careless methods in connection with his duties as inspection officer.

The testimony was given by Lieut. Warren C. Childs, who was assistant inspector of machinery at the Fore River ship yards while the submarine was under construction.

He said that Admiral Little called the attention of S. A. Gardner, representative of the Electric Boat company, builders of the submarine to conditions that might arise from the presence of lead drops in the battery.

Mr. Gardner, Lieut. Childs said, agreed to stand back of the battery, so far as damage from lead drops was concerned, throughout the life of the battery. To this Rear Admiral Little replied according to witness, that he must have the company's word for such an agreement and this was secured by telephone.

Lieut. Childs was not positive that there was such an agreement in writing but he could "almost swear" that he had seen a letter from the company officials in which they agreed to stand by the life of the battery of the K-2, provided they were not obliged to overhaul all the batteries of this type.

Admiral Little declared, according to Lieut. Childs, that so far as he was concerned he had no fear that there was anything serious the matter with the battery. Under cross-examination, Lieut. Childs said that in his opinion the battery was in excellent condition when accepted.

Before court adjourned, a telegram was received from Secretary of the Navy, Josephus Daniels, upholding the activities of Lieutenant W. B. Woodson, assistant to Lieut. Commander Alfred W. Johnson, the judge advocate. The court, during the morning, had sustained the objection of the defense to the part taken by Lieutenant Woodson, but reversed its stand upon the receipt of the explanation of Secretary Daniels.

Germany the Bugbear "I do not believe that when Germany has gained access to the lines of communication to Constantinople it will be possible to maintain our efforts in Gallipoli. Indeed, I doubt very much whether our troops can stay there until that event happens.

"This matter is in my opinion, put with unanswerable force in the memorandum of Mr. Bonar Law, May 1, in conclusion, say, to avoid any misconception, that I am entirely in accord with our policy that the war must be fought to an end at any sacrifice and until we have brought it to a successful conclusion."

Colonel Goodier, according to Reber today, remarked to Captain Dennis P. Quinlan, assistant to the judge advocate, referring to Captain Cowan, that he "was going to get that out of the service." Quinlan had been summoned to Washington on another case, said the witness, and during his visit told him of the remark attributed to Col. Goodier. This was after charges had been preferred against Captain Cowan. The case against Cowan has never been heard.

Passenger Steamer Santa Clara Wrecked and Fifteen of Forty-eight Passengers and Crew of Twenty-four Lost.

VESSEL REPORTED TOTAL WRECK

Passengers Include Number from Oregon and Washington and Possibly Some from California — Boat Launched 15 Years Ago.

MARSHFIELD, Ore., Nov. 2.—

At midnight the Santa Clara was reported still on her keel. Several sailors were still aboard apparently as a lantern was being carried back and forth on deck. It was believed that perhaps ten of the unaccounted for were aboard.

[Republican A. P. Leased Wire]

MARSHFIELD, Ore., Nov. 2.—The passenger steamer Santa Clara, plying between Portland and San Francisco, is wrecked on the south jetty of Coos bay, 170 miles south of the Columbia river and at 8 o'clock tonight it is known that at least fifteen of the forty-eight passengers and crew of twenty-four have been lost.

The vessel went on the jetty late this afternoon. She struck in a dangerous position and soon afterward the life boats were lowered. At 8:29 the vessel was reported to be a total wreck.

Aid was rushed from Marshfield and other Coos bay points. The weather was reported moderating but rescue work is difficult.

The passengers include a number of Oregon and Washington people and it is believed several from California. The Northern Pacific Steamship company, owner of the Santa Clara gave out a passenger list early this afternoon but it is unable to give the home addresses of most of the passengers. There are known to be several Portland people aboard and two from Hood River.

The Santa Clara left Portland Monday morning. She is a wooden vessel 223 feet long and built at Everett, Washington, in 1900. She operates between Portland and San Francisco via Coos bay and Eureka, and is not to be confounded with the W. R. Grace liner which also bears the name Santa Clara.

The officers of the Santa Clara besides Captain Lofsted are Chief Engineer Ditch, First Officer Tessel, Second Officer Olson, Third Officer Ted Turner, Purser A. P. Stone, Chief Steward Phillips, Second Assistant Engineer Sven Svendsen and Boatswain William Manning.

The Santa Clara was of 1923 net tons and was known as the John S. Kimball when launched fifteen years ago and later was renamed the James Dollar at one time being a member of the Dollar fleet. Later she was named the Santa Clara.

Miss Alice Church, a Marshfield girl, who was among the rescued, said tonight: "I was put into the first life boat with about twenty others, but we had not gone far before the boat was swamped. I did not see any of the others after that."

Sailors who did come safely through the surf with scarcely any clothing. The bodies brought ashore up to 10 o'clock were covered with sand and scarcely recognizable. The purser lost his passenger list when he came ashore.

Ann Toney of Eureka lost nearly all her clothing and was bruised about the face and body. She called piece for piece for help and country women who were called to the scene offered clothes and other aid.

The known dead on the Santa Clara are: Passengers—Bridget Dunn, Butte, Mont.; Mrs. D. H. Thorn, Hood River, Oregon; Eugene Gillenwater, address unknown; child of J. C. Crowley, (13 months old) of Miles City, Montana; Cal or Gal Graham, Portland, Oregon; Madeline Rooney, South Bend, Indiana; Mrs. Hale, South Bend, Indiana.

Crew—Boatswain Manning, Norman Edwards, waiter; Walla, first assistant engineer; Lovett, third assistant engineer; a sailor, whose name is not known. There are two known women, age 35 to 40, also dead.

A complete list of Santa Clara passengers is as follows: For Coos Bay—H. H. McCann, Mrs. Jennie Jogue and three children, Wilbur, Henry and Delmar; Mrs. H. A. Morris, Mrs. R. Cullen, A. C. Martin, J. W. Larson, Mr. and Mrs. J. J. Crowley and infant son, Alfred; Robert G. Marston, R. W. Anderson, A. Gillin, water and two children, Gene and Hugh; Mrs. Bridget Dunn with son and daughter, Ray M. Dunn and Marguerite Dunn; Chas. Holger, A. E. Sykes, Fred Jones, Jas. Hayes, J. A. Kramer, Chas. E. Kincaid, Alice Church, Mr. and Mrs. F. T. Ballard, Lucille Ballard, Patrick Murphy (of Alaska), Henry Knack (of Alaska), M. Castigan, S. Collins, G. Olsen, S. Lohi, T. Gass, W. W. Weekie, J. Hunter.

For Eureka—Thomas H. Roy, G. W. Stenhouse, D. H. Stenhouse, D. H. Thorn and Mrs. Nettie E. Thorn of Hood River, Oregon; Annie M. Tierney, J. Gellen.

For San Francisco—Dr. F. R. Davis, a dentist; J. Neil, a youth.

MATTER OF OPINION

"Mary," Father's voice rolled down the stairs and into the dim and silent parlor.

"Yes, papa, dear."

"Ask that young man if he has the time."

A moment of silence.

"Yes, George has his watch with him."

"Then ask him what is the time."

"He says it is 11:48, papa."

"Then ask him if he doesn't think it about bedtime."

Another moment of silence.

"He says, papa," the silvery voice announced impersonally, "he says that he rarely goes to bed before 1, but it seems to him that it is a matter of personal preference merely and that if he were in your place he would go now if he felt sleepy."

—Harper's Bazar.

WHITLOCK MAKES HIS REPORT ON EXECUTION OF MISS EDITH CAVELL

Reviews in Detail Steps Taken by Him and Members of His Legation Staff in Behalf of the British Nurse.

PUBLICATION OF LETTERS ANNOYING

Says Making Public His Correspondence with Ambassador Page Embarrasses Him with German Authorities in Brussels.

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WASHINGTON, Nov. 2.—Brad Whitlock, American minister to Belgium, has transmitted a long report to the United States government, reviewing in detail the steps taken by him and the members of his legation staff in connection with the execution by the German military authorities of Miss Edith Cavell, a British nurse.

The minister declares that reports by him on the subject constituted merely a recital of facts without expression of opinion, and he had submitted them to Ambassador Page at London for his information but not for publication. In the natural course the ambassador reported on the care of British subjects by American diplomatic officers, transacting the duties to the British foreign office, which made them public.

Publication of the letters, Mr. Whitlock says, greatly embarrassed him in Brussels with the German authorities, although he adds that the latter now seem satisfied with his explanation, and there is no indication of further difficulty. His position from the time the German occupation began in Belgium has been a delicate one, since he has no diplomatic status as minister to Belgium and is permitted to remain at Brussels only by courtesy of the German military commander.

Referring to reports from London that there was evidence of bad faith on the part of the German authorities before the execution of Miss Cavell took place, the minister says the legation officially received no pledge or promise that it would be kept informed of the disposition of the case. There were no conversations of a diplomatic character, he explained; the only remarks on the subject were between an employe of the legation and a subordinate German official. With the exception of the plea for mercy which Mr. Whitlock himself addressed to the German military governor after Miss Cavell confessed her guilt of aiding allied soldiers to escape from Belgium, there was no step taken by the American legation in which the German authorities showed any discourtesy.

Officials here look upon the incident as closed. They do not believe Mr. Whitlock's usefulness in Belgium will be impaired, although they realize he has been placed in an uncomfortable position.

staged here early on Saturday, March 4, or Monday, March 6, during the first week of the Mardi Gras carnival. The promoters announced. The agreement guarantees Willard \$2,500, win, lose or draw. Willard, who has been here since last Saturday, when the negotiations began, leaves tomorrow for Los Angeles to spend a month with his family.

WILLARD SIGNS UP

[Republican A. P. Leased Wire]

NEW ORLEANS, Nov. 2.—Jess Willard, for the first time since he became champion heavyweight pugilist of the world in Havana, will defend his title in a twenty round bout in New Orleans next March. Articles for the fight were signed for Willard by Tom Jones, his manager and Tommy Burns, a fight promoter. The championship bout will be

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PUSH CHARGE OF IMPROPER USE OF GRAND JURY

[Republican A. P. Leased Wire]

LOS ANGELES, Nov. 2.—Attorneys for the defense in the trial of Matthew A. Schmidt, charged with murder in connection with the destruction of the Los Angeles Times building, Oct. 1, 1910, declared today that they will push to an issue their charge that the state has been making improper use of the county grand jury.

According to Fred H. Moore, of counsel for the defense, an affidavit has been prepared and signed by Marie Latter, a friend of Schmidt, in which she asserts that she was questioned before the grand jury by A. H. Van Cott, deputy district attorney, about Schmidt and his alleged accomplice, David Kaplan, especially with reference to their whereabouts at the time of the disaster. The affidavit is said also to contain the statement that Miss Latter afterward was served with a subpoena by the prosecution and again questioned for more than an hour, in the office of the district attorney.

The defense contends that this is an unwarranted use of the grand jury to obtain information from a prospective witness for the defense and the affidavit will be filed when the case is resumed tomorrow. Judge Willis will be asked to issue an order prohibiting the prosecution from bringing trial witnesses before the grand jury.

Thomas Lee Woolwine, district attorney, denied that any witnesses before grand jury have been questioned about the Schmidt case, but admitted that efforts are being made to connect others, but yet indicted, with the destruction of the building.

Hire a little salesman at The Republican office. A Want Ad will see more customers than you can.

QUALIFIED

Manager—Can you sing up to high C? Sourette—No; but I can kick above the staff. Manager—Name your terms.—Judge.

HOCKING CASE MAY REQUIRE ARBITRATION

Seizure of American Steamship by British Cruiser Has Brought to Issue Question on Which Governments Differ.

LANSING WANTS AN EXPLANATION

Cables Ambassador Page to Secure from British Government Facts Connected with Incident and Reasons Therefor.

[Republican A. P. Leased Wire]

WASHINGTON, Nov. 2.—The seizure of the American steamship Hocking by a British cruiser off the Atlantic coast has brought to issue a question on which the positions of the United States and the entente allies are so far apart that some officials believe arbitration ultimately will have to be resorted to for settlement.

Secretary Lansing called Ambassador Page at London today to secure from the British government an explanation of the facts connected with the seizure of the Hocking and the reasons therefor. When this information is forthcoming the state department probably will protest immediately and demand the surrender of the ship. It is fully expected that following its usual course, the British foreign office will claim the privilege of sending the Hocking to a prize court, and as the United States government, where no question of human life was concerned, usually has consented to await the issue of the regular legal proceedings, it is likely that no objection will be made, though all reports will be reserved.

Accepting the statement of the president of the American company, owning the Hocking, that the steamer is wholly American, the state department is expected to base its demand for the surrender of the ship on the general authorization of international law for the sale of a merchant vessel to a neutral even if the vessel was originally of belligerent ownership, which is not alleged in the case of the Hocking formerly a Danish ship. The British contention, it is believed, will be that the American Transportation company, used German money to purchase the ten ships which it operates and that the real owners of the vessels are Germans. The British government, in the early stages of the war, practically operated under the American construction of international law to the effect that the flag of registry actually fixed the character of the ship, so that only those vessels under German or Austrian flags were fair prizes. Last week, however, in order to conform to the policy of France, it was explained, Great Britain published an order in council declaring it to be no longer expedient to be governed by the declaration of London in regard to registry and adopting the French rule that ownership and not the flag determines a vessel's nationality.

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